

CITY OF HAYWARD AGENDA REPORT

AGENDA DATE 07/28/04

AGENDA ITEM 2

TO: Route 238 Working Group

FROM: City Manager

SUBJECT: Modified Route 238 Corridor Improvement Project

At the June 23 meeting, I indicated staff planned to present to the Working Group its recommendations regarding a proposed project. I reported that this proposal would be influenced by the input provided by the public at the June 16 informational meeting, by comments expressed by interested parties at your meetings, as well as by written statements received over the last year. The discussion and debate which has transpired at meetings of this Group has also been taken into account in formulating this proposal. In addition to the road project itself, this proposal seeks to respond to comments about potential impacts to the Baywood neighborhood, and with regard to alternative modes of travel. I will elaborate below.

For ease of reference, we are calling the roadway project the Modified Route 238 Corridor Improvement Project. With respect to specific roadway improvements, the Modified Project can be summarized as consisting of the grade separation, widening of Foothill from the grade separation north to City Center (south) and intersection widening at Carlos Bee and Mission. As a result, when compared to the original project, overall right of way impacts and costs are significantly reduced. This proposal also includes additional recommendations to address other transportation issues discussed over the past year.

First, staff will recommend to the City Council that it authorize submittal of the Modified Project as the replacement for the Route 238 Bypass Project in regional planning documents and the Measure B Expenditure Plan. It is understood that additional traffic analysis work will be required to complete a Project Study Report for the Modified Project, but based on the analysis already completed, it appears this project should provide benefits somewhere between the original project and the reduced lane project.

Second, staff will recommend that the City pursue, in conjunction with ACTA and Alameda County, the appropriate steps to insure that the \$16.8 million presently authorized in the State Transportation Improvement Program (STIP) for the I-580/Rt.238 Bypass interchange connections be reserved to fund the extension of the Strobbridge Avenue off-ramp to Castro Valley Boulevard. This should help alleviate the cut-through traffic problem experienced by the Baywood residents, while also providing an improved connection to Foothill Blvd. Staff also suggests that any portion of the \$16.8 million not needed for the Strobbridge extension be reserved to fund improvements being studied for the Redwood Road/I-580 interchange.

Exhibit A

Third, staff will recommend that the City formally contact ACTA to identify possible funding to undertake an analysis of a Bus Rapid Transit type service from BART to CSUH. The study would need to confirm demand and identify available funding sources for both capital acquisition, as well as operation and maintenance expenses. As reported at the June meeting, ACTA funding may be available for the acquisition of busses, subject to an amendment of the Measure B Expenditure Plan. The study could assist in formulating a response to this issue.

Exhibit A depicts the Modified Project. In order to more clearly represent the functioning of the dual parking/peak-hour travel lanes, these lanes are designated with red lane arrows on the plans throughout the entire corridor. Turning to the corridor itself, in the segment from the I-580/I-238 ramps to Grove Way, the right of way impacts have been largely eliminated. From City Center Drive to D Street, right of way is still proposed to be acquired, both to add some capacity and to provide for left turns in the downtown; however, the width of the right of way has been reduced. Overall, at least four permanent lanes are provided in each direction, along with left turn pockets at a few intersections. In the northbound direction, it consists of four permanent travel lanes, with parking prohibited on the east side of Foothill. In the southbound direction, the four permanent travel lanes are augmented with a dual parking/peak-hour travel lane.

In response to the need for better bicycle access in the corridor, the Modified Project incorporates 15-foot wide curb lanes through the downtown. As a result, the Modified Project provides for a bike route in the corridor where right of way is proposed to be acquired. Because property acquisition has been curtailed for most of Mission, it is not possible to continue the bike route in a southerly direction along Mission. However, Exhibit B shows a possible linkage to Whitman, which can accommodate bicyclists. Even with the wider curb lanes, the reduction of one northbound lane reduces the pedestrian crossing distances. Pedestrian access features through the downtown still consist of the wide medians, and allowance has been made for one pedestrian overpass, at a location to be determined.

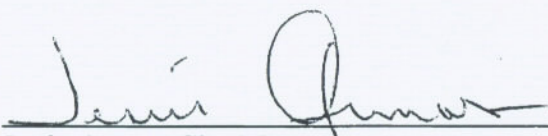
The greatest changes in the Modified Project occur from the grade separation south to Harder Road, where right of way acquisition has been scaled back dramatically. Consequently, the connector from northbound Mission to northbound Foothill is reduced to two lanes and the grade separation moved eastwardly. From the grade separation south, most of the Mission widening has been eliminated. Instead, improvements will consist of reducing the sidewalk area to provide the parking/peak-hour travel lanes. As the intersection of Mission and Carlos Bee experiences one of the most significant bottlenecks in the corridor, improvements to both through-lane and left-turn lane capacity at Carlos Bee Boulevard are essential. The intersection improvements are basically the same as previously presented, with transitions north and south of the intersection similar to the spot widening at Mission and Industrial. South of this transition area, the proposed right of way takes are largely eliminated. The only other right of way requirements in this segment are associated with a new four-way, signalized intersection at Berry and Mission. This newly configured intersection will improve access to and from the residential neighborhoods on both sides of Mission.

From Berry south to Industrial, some of the side road access changes have been eliminated in order to further reduce right of way requirements, but otherwise this portion remains the same as the original project.

Exhibit C summarizes the right of way and cost savings under the Modified Project. In total, full and partial right of way takes have been reduced by one-half: Where the original project called for 133 total takes, the Modified Project calls for 67 total takes. More specifically, the original project identified 70 full and 63 partial takes, compared to 37 full and 30 partial takes under the Modified Project. Likewise, total estimated costs have been reduced substantially. Estimated costs are reduced by about 30%, from about \$216 million under the original project to approximately \$155 million under the Modified Project, for a savings of \$61 million.

During the public informational meeting and at previous meetings of the Working Group, it was noted the City would experience a loss of sales and property tax revenue due to the closure of numerous businesses. Staff took a look at possible adverse impacts to the City in terms of reduced revenue under the Modified Project. Because right of way purchases have been significantly reduced, the potential loss of revenue has likewise been reduced. While a detailed analysis has not been performed, a preliminary review suggests the City would see a reduction of sales and property tax income of between \$100,000 and \$125,000 per year. While every public dollar is critical, in the context of a general fund budget of \$100 million, the estimated decline in revenue is not particularly troublesome. Moreover, this potential loss should be balanced against possible productivity and other economic gains that may be realized due to improved traffic circulation.

In conclusion, I believe that the Modified Project along with the other components of this proposal provide for much needed improvements and also respond to many of the issues the Working Group has struggled with over the past year. Staff plans to present this proposal to the City Council in September. We welcome comments from the Working Group along with your endorsement of what is described herein. With your support, we can move forward and preserve the funds needed for traffic improvement in and along this corridor.



Jesús Armas, City Manager

Exhibits: A: Modified Route 238 Corridor Improvement Project Concept Plans
B: Bicycle Network
C: Right of Way and Cost Summary